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## INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 17 December 1952

SUBJECT      1. Orava River Bridges  
              2. Danube River Bridge at Bratislava

NO. OF PAGES 2

DATE OF INFO.

NO. OF ENCLS. 1 (1 page)  
(LISTED BELOW)

PLACE  
ACQUIRED

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SUPPLEMENT TO  
REPORT NO.

1. The following bridges spanned the Orava River; the numbers refer to the attached sketch /Encl(A)/.

Bridge #1, Dolny Kubin /4912N-1918E/

This was a steel, truss type bridge; the superstructure was of the bowstring type; it spanned the Orava River approximately one km. northeast of Dolny Kubin. From my own observation, I would say that the bridge was 60-80 m long and that its width was equivalent to that of a two-lane highway. I do not know the capacity of the bridge. It was formerly a wooden structure, but was converted in 1949 to a steel bridge with construction materials of Czech design. Wooden stringers were replaced by steel I beams. The width of the Orava River at Dolny Kubin was approximately 40 m; the average depth was two m; the depth at high water was three m; during the dry season the river was approximately one-half m deep. The rate of flow was regulated by the banks being cut and piled with stones.

Bridge #2, Bziny /4913N-1931E/

This bridge was of wooden construction. From my own observation I would say that it was 100 m long and that its width was equivalent to that of a two-lane highway. The bridge was supported by six to eight wooden piers built at angles into the Orava River. These piers also served as ice breakers. The river bottom was mainly of light gravel. I have no further details.

Bridge #3, Niznia /4919N-1931E/

This bridge was of the same construction as Bridge #2, above. I have no

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further information.

Bridge #4, Krasna Horka /4919N-1934E/

This was a multiple truss, four-arch type bridge supported by three reinforced concrete piers. The bridge was approximately 100 m long and two lanes wide. Steel ice breakers were installed on the upstream side of the piers. In 1936 the bridge was of wood but that was replaced by a reinforced concrete bridge in 1948.

Bridge #5, TvrDOSin /4920N-1934E/

This was a truss arch bridge (bowstring type), approximately 100 m long and two lanes wide.

I have no further details.

2. The area surrounding bridges #1 through #5 /see above/ was mainly hilly and heavily wooded. There were no signs on the bridges showing tonnage capacity and no illumination facilities such as gas or electric lamps.
3. The supervision of the construction of these bridges was under district (Oblast) administration. The administration appointed an engineer for each district and he was responsible for the maintenance and safety of the bridges during construction. the bridges between Bratislava /4809N-1707E/ and Dolny Kubin were adequate for handling normal traffic. the Soviets were contemplating building a railroad from Czechoslovakia to Poland for the purpose of improving the communication system between those two countries. All bridge construction firms in Czechoslovakia were under State control. Labor for bridge construction was provided by the localities in which the bridges were being built and by volunteer workers (dobrovolne delniky). Security measures for the bridges were handled by Communists in good standing and by State Militia. all wooden bridges on the main routes were to be reconstructed and reinforced, and that they had to be completed by June 1952. bridges #1, #2, and #3 were completed in 1949, and bridges #4 and #5 in 1948 (I do not know the exact dates).
4. The bridge in Bratislava spanned the Danube River. It was approximately 450 m long, had an asphalt surface, five concrete piers and an all-steel deck. The superstructure was a steel, truss type, continuous span. I can not give any information on the area surrounding this bridge, nor the date the bridge was constructed.

Enclosure (A): Bridges Spanning the Orava River in Czechoslovakia

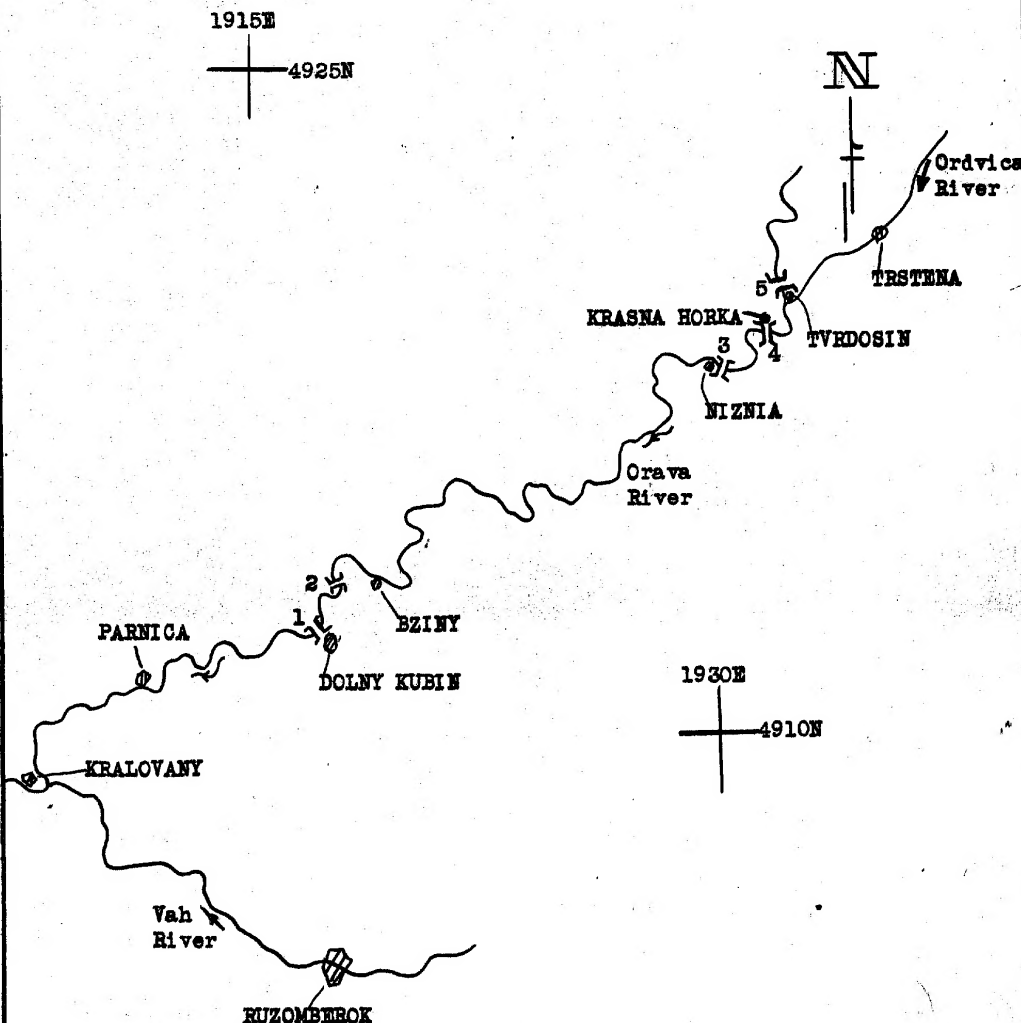
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ENCLOSURE (A)

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Bridges Spanning the Orava River in Czechoslovakia



Legend

1. Bridge at DOLNY KUBIN (4912N-1918E)
2. Bridge at BZINY (4913N-1919E)
3. Bridge at NIZNIA (4919N-1931E)
4. Bridge at KRASNA HORKA (4919N-1934E)
5. Bridge at TVRDOSIN (4920N-1934E)

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